

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4531.

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THURSDAY, APRIL 28, 1904.

四年禮

號八廿月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,300,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAH. SHANGHAI.
TIENTHSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
FARNS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

" TARO" HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$ 6,500,000 \$16,500,000
RESERVE LIABILITY OF PROPRIORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goett, Esq. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tomes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shelling, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ Per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXE

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,17

HEAD OFFICE—HONGKONG

Board of Directors—

Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRAANCHES: Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD

DEUTSCHE BANK (BERLIN), LONDON AGENCEY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [25]

TO LET.

No. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing

Race Course.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

" ROSENEATH," KOWLOON.

Apply to

THE HONGKONG LAND INVEST

MENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
GOLD \$7,992,173.37—about £1,040,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£1,205,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

London Office:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-

POKE, YOKOHAMA, BOMBAY,
CALCUTTA.

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

Places, and Sells Drafts and Telegraphic Trans-

fers, Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 per Annum Fixed Deposits for 3 months.

4 " " 6 " 3 "

5 " " 8 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [20]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

R-SHARE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of a per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 "

" " 7 " 11 "

T. P. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [21]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd October, 1902. [22]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing

Race Course.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

" ROSENEATH," KOWLOON.

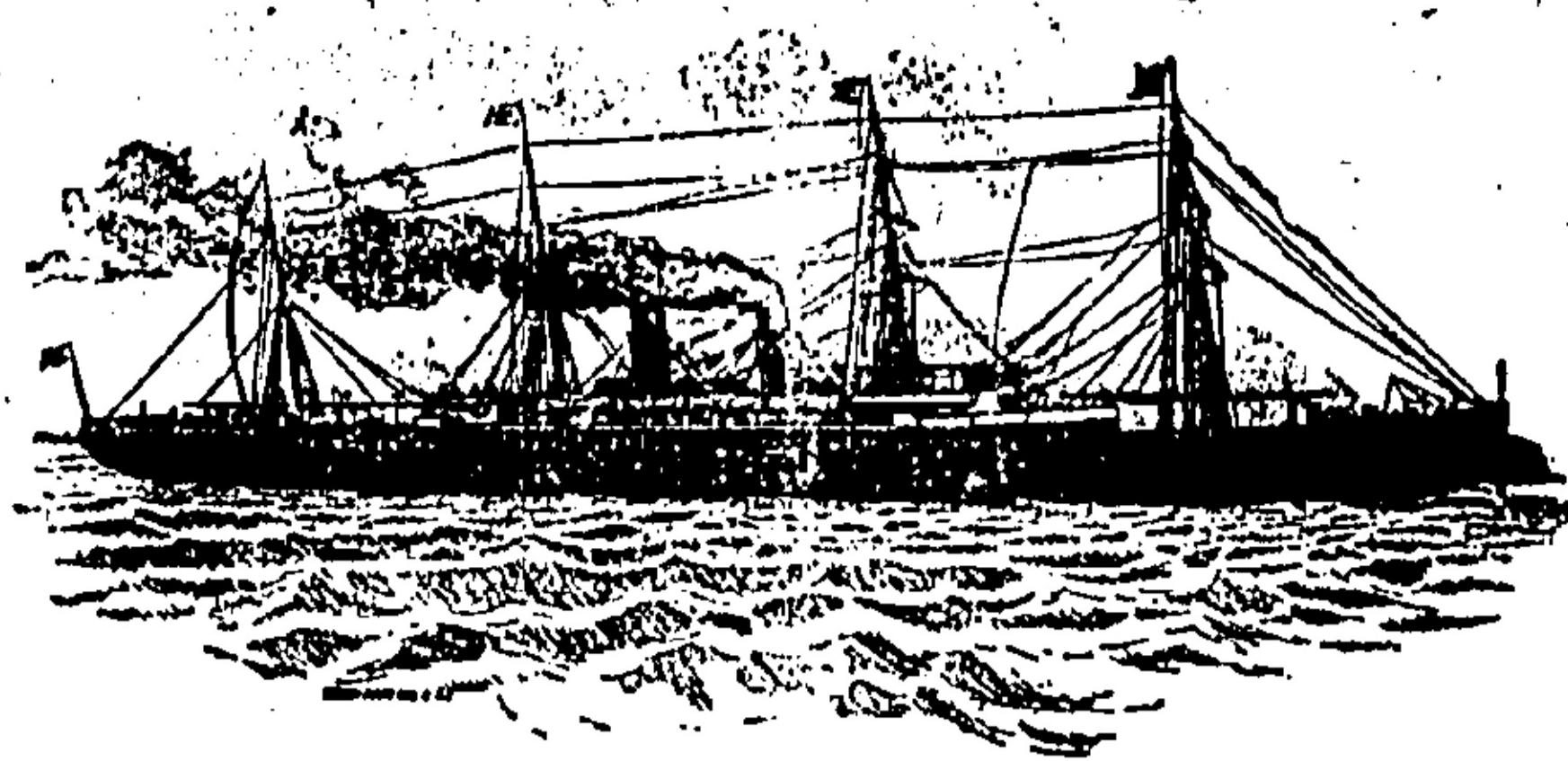
Apply to

THE HONGKONG LAND INVEST

MENT & AGENCY CO., LTD.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 1st May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DORIC"	4,784 "	SATURDAY, 9th July, at Noon.

The P. M. S. S. Co.'s steamer "ALGOA" will leave for San Francisco, via Moji, Kobe and Yokohama on or about May 7th, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their Journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 on the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 27th April, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons... WEDNESDAY, 11th May.

"TARTAR" ... 4,435 " SATURDAY, 21st May.
" "EMPERESS OF CHINA" ... 6,000 " WEDNESDAY, 1st June.
" "EMPERESS OF INDIA" ... 6,000 " WEDNESDAY, 22nd June.
" "EMPERESS OF JAPAN" ... 6,000 " WEDNESDAY, 13th July.

Hongkong to London, 1st Class, via St. Lawrence & Co., via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 27th April, 1904.

D. E. BROWN, General Agent,
9, Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May.	Freight.
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PEKING).	17th May.	Freight.
Stern	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May.	Passenger.
STRASBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	14th June.	Freight.
Madsen	HAVRE and HAMBURG. (Calling at SINGAPORE and PEKING).	28th June.	Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Förck	HAVRE and HAMBURG. (Calling at SINGAPORE and PEKING).		
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Jahrg	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

[16]

GO TO THE

KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,563 tons	Captain R. D. Thomas.
"POWAN"	4,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	4,260 "	W. A. Valentine.
"HANKOW"	3,673 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
-----------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesdays, Thursdays and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
---------------	----------	--------------------

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904. [13]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 10 Queen's Road and Des Voeux Road,
EUROPEAN PHOTOGRAPHER,
STREET,
ORIENTAL COSTUMES AND FANCY DRAPERY,
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.

MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1901. [14]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Béclard, Escoffier, Chauvet, etc., and known and used throughout the world, has indeed made giant strides during the past year, and among the many new and important discoveries in medicine comes that of Therapion. This present lotion, unique in its composition, has been introduced and is well received and understood by all those who are authorities in such matters, including Dr. Charles J. Leiden and Dr. Roux, by whom it was first and uniformly adopted. It is worthy of notice that Therapion is now adopted in all the principal hospitals of Europe and America, and that it is the only remedy which has been adopted in all the principal hospitals of the United States.

Therapion No. 1 is a powerful antiseptic, removing all infectious foci, and especially separating infections, thus of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, gonorrhœa, etc., Therapion is uniformly adopted. It is the only remedy of real value in the treatment of scrofula, leprosy, etc., and is the only remedy which has been adopted in all the principal hospitals of the United States.

Therapion No. 2 is a powerful antiseptic, removing all infectious foci, and especially separating infections, thus of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, gonorrhœa, etc., Therapion is uniformly adopted. It is the only remedy of real value in the treatment of scrofula, leprosy, etc., and is the only remedy which has been adopted in all the principal hospitals of the United States.

Therapion No. 3 is a powerful antiseptic, removing all infectious foci, and especially separating infections, thus of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, gonorrhœa, etc., Therapion is uniformly adopted. It is the only remedy of real value in the treatment

Entertainment.

SECOND "HANSA"

ORCHESTRAL CONCERT

WILL BE GIVEN IN THEATRE

ON

TUESDAY, 3rd May,

(By Permission of Rear-Admiral VON HOLTZENDORFF).

Dress Circle and Stalls \$2.00.

Pit 1.00.

BOOKING AT THE ROBINSON PIANO Co., Ltd.

Hongkong, 27th April, 1904

[560]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF Captain W. G. SIMPSON, R.M., TO-MORROW, the 29th April, 1904, at 11.00 A.M., at No. 3, Cameron Villas, The Peak, THE WHOLE OF HIS HOUSEHOLD FURNITURE, contained therein. Particulars as per Catalogues. TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th April, 1904. [550]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 30th April, 1904, at Noon, alongside the Douglas S.S. Co's Wharf, The Steam Launch "BERTHA," Length 59 feet; Breadth 9 feet 6 inches; Depth 6 feet 7 inches; Built of Teakwood, and Copper Fastened, Metal Sheathed with Awning Complete. Boiler 4 ft. 4 in. by 6 ft. 6 in. in good order. Certificate granted for 75 lbs. pressure. Size of Engine—Cylinders 9 and 15 inches by 9 inch Stroke.

TERMS.—As usual.

For further particulars apply to HUGHES & HOUGH,
Auctioneers.

Hongkong, 23rd April, 1904. [544]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of May, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Star Street in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
Locality.	N. E. W. S.			
ft. ft. ft.				
Initial No. 1775 Lot No. 1775	Star Street	74 85 40.6 30.6	3,933	34 8.361

Hongkong, 25th April, 1904. [542]

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to RITCHIE & Co.,
39, Des Voeux Road.

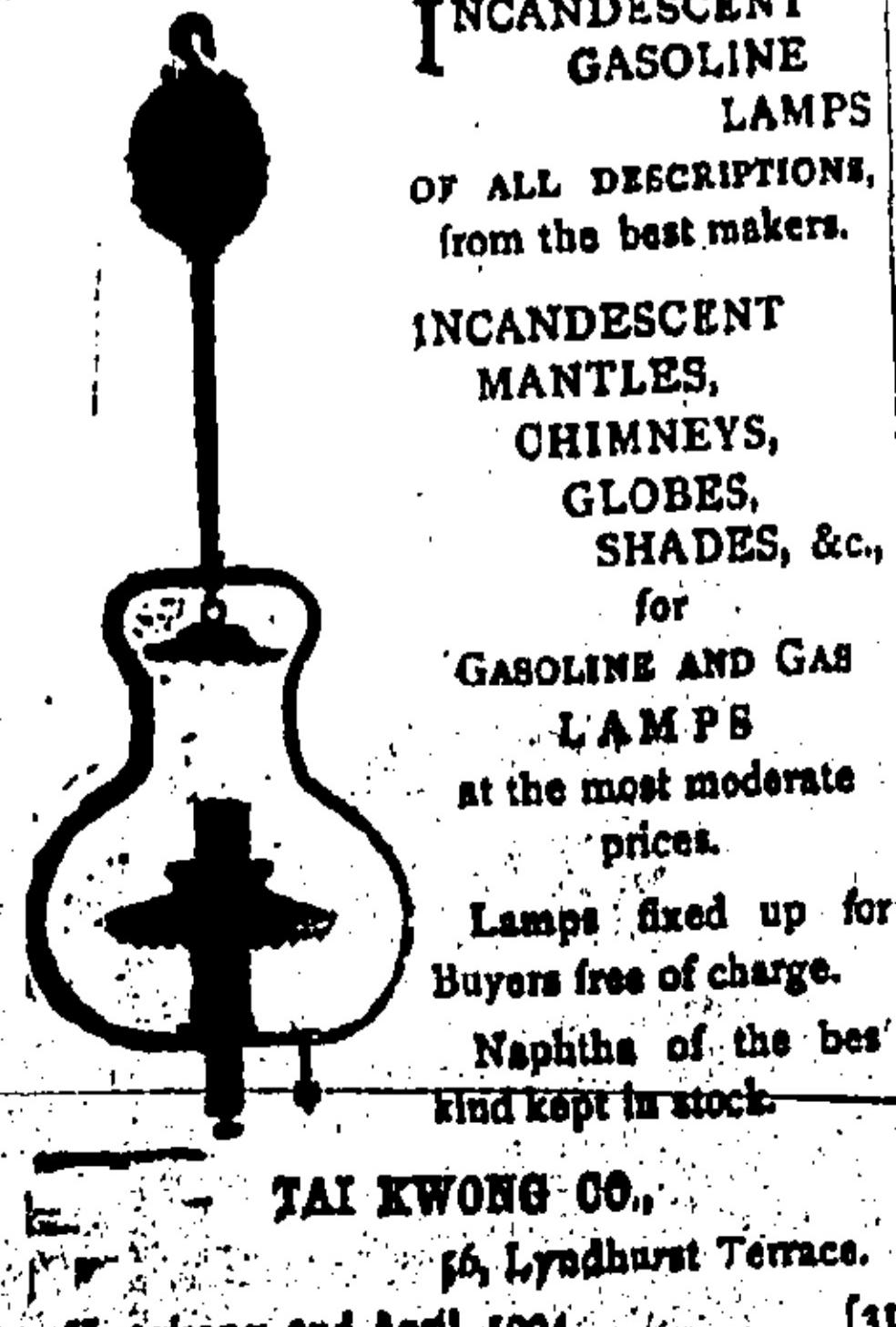
Hongkong, 22nd April, 1904. [539]

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd April, 1904. [51]

Intimations.

OF THE MULTITUDES.

who have used it, or are now using it, we have never heard of any one who have been disappointed in it. No claims are made for it except those which are amply justified by experience. In commanding it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophysis and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

build the railway between here and Canton. I think this is a vitally important question. The China Association at their meeting referred to this question, and in their report the question was discussed whether the railway should go by way of Waichow. But that is a detail. What we want is a railway with its terminus in British Kowloon. It seems to me that the railway question is one of the very utmost importance. There is no place in China where the construction of a railway is of more importance, and yet there is no place where there has been less done in it. (Applause). I have very great pleasure in seconding the motion.

Mr. J. R. Michael—Mr. Chairman, I am sure the members generally will agree with me that the record of work done during the past year has been very satisfactory, and the committee are to be congratulated upon the result of their efforts. I am very glad to see that the heavy fluctuations of exchange, which continue in an even aggravated form, are now awakening some interest in the currency question. I sincerely trust that the efforts now being made by those affected and assisted by the powerful advocacy of the Chamber of Commerce here and in North China, in support of the Commission on International Exchange from the United States of America to frame a workable scheme for securing stability of exchange, will soon prove successful. I hope at any rate we shall soon learn that a possible basis for the currency of China has been evolved, and that we shall arrive in sight of some settlement of this great hindrance to the development of legitimate trade. There is another subject in which I am sure every person interested in the welfare of this Colony must take a keen interest. I allude to the projected Kowloon-Canton Railway. We want, Mr. Chairman, to see that enterprise removed from the domain of projects to that of accomplished facts. It is high time that the railway was completed instead of waiting for commencement. I hope the Chamber will use the whole weight of its influence with the Government to induce them to assist with that section of the line which has to pass through British territory. With this at any rate something can be done by us, and the sooner it is taken in hand the better. (Applause.)

12

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KOWLOON occupied by members of more than one family must be CLEANSED and LIMEWASHED by the owner during the months of March and April, and further TAKE NOTICE that

"Notice that such Cleansing and Limewashing HAS BEEN COMPLETED shall be sent to the Secretary of the Board within Three Days AFTER date of completion."

N.B.—The Central Division of the City is bounded on the East by Gilman Street and Peel Street and on the West by Tank Lane and Cleverley Street.

By Order.

G. A. WOODCOCK,
Secretary.

Sanitary Board Office.
Hongkong, 28th March, 1904. [469]

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

Following is a verbatim report of the speeches, following the Chairman's address at yesterday's meeting of the Hongkong General Chamber of Commerce.—

Mr. E. S. Wheeller—Mr. Chairman, I have very great pleasure indeed in seconding the proposal. I think that from the report and the Chairman's speech it must be evident to all the members of this Chamber that the commercial affairs of this Colony have been very well kept, and our thanks are due to the Committee for the way in which they have looked after those things both great and small. There are one or two things which the Chairman has referred to which I would like to mention. With regard to the question of explosives on board steamers I can only say it seems difficult to understand why it is that we cannot get on with regulations similar to those that exist elsewhere. The Government has not told us, as far as I understand, why special regulations are applied here. With regard to the Medical Office of the Port we have so far as things go, and can be with a gentleman in private practice, perhaps as efficient a service as we can get, but for one of the big shipping centres in the world that service is not nearly good enough. My experience last year when I was travelling—and I was in most of the ports in this part of the world two or three times—was that on most occasions on which I visited Hongkong it took an immensely longer time than in any in China or Japan, Manila or Port Arthur or Dalny, for the medical officer to get on board the steamer; and I think that is a very unsatisfactory state of affairs in one of the principal shipping ports in the world. (Applause.) Perhaps one of the most interesting and important points to which reference has been made is the currency question. Well, it is satisfactory to see that it is not quite extinct, but as I do not understand the currency I will leave that to somebody else. The most important thing to which the chairman has referred, and it is one to which I do not notice any reference in the report, is the question of the Canton-Kowloon Railway. That, I think, is a question of absolutely vital importance to Hongkong. It is a question on which we may find the progress of Hongkong entirely rests and it is a question on which the vitality of Hongkong may depend. I think it is one of those things which we should ask the committee to keep careful watch on and to do everything they can to keep the Government, and to do all they can to see that the present concessionaries do something. I believe there is no concession in British territory, and there must surely be some way of getting some activity put into this business. I believe that either shortly before or shortly after the concession was obtained, about five years ago, a concession was also obtained for a railway from Tsintau to Tsinan; I do not think there was much difference between the dates. And this railway of 250 miles is now in operation, yet nothing is done by the concessionaries to

The Chairman moved the confirmation of the election to membership of the following—Messrs. Goddard and Douglas, Barretto & Co., Lamke and Rogge, E. C. Wilks & Co., Chun On Fire Insurance Co., Ltd., Shiu On S. Co., Ltd., Osaka Shosen Kaihatsu, Java-China-Japan Linen, China and Japan Telephone and Electric Co., Ltd., Deacon, Looker and Deacon, Mr. E. H. Sharp, K.C., Mr. G. C. Moxon, Mr. A. M. Essaboy, and Messrs. D. Macdonald & Co.

Mr. G. W. F. Playfair seconded, and the motion was agreed to,

NEW MEMBERS.

Mr. A. Forbes moved the re-election of the committee for the ensuing year, with the exception that Hon. C. W. Dickson (who goes home shortly) be succeeded by Mr. W. J. Gresson.

Mr. J. R. Michael seconded, and the motion was carried,

The Chairman—Gentlemen, that concludes

the public business of this meeting. I beg to thank you for your attendance, and for the honour you have done us in re-electing us as your committee.

Intimations.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904

[39]

3 DAYS ONLY.

THE fees for the "UP-TO-DATE SHORTHAND" will be increased.

As the last day of April is an early closing

day, and Sunday is the 1st of May, the pay-

ment of \$50 to completion for the full course

of 21 lessons may be made not later than

Monday next. If you enrol before that date

you may take your lessons at your leisure—in a month, or 6 months.

The dull pupil pays no more than the bright one. Pupils must be perfect in the 1st lesson before we supply a second.

If may be learned quite as well by post as attending the Studios at Hongkong or Canton.

It is not a school or a class; you come for ten minutes, take your lesson, and return smiling for the next. It is so easy you laugh at its simplicity. Those who say "It's no good," ask them their authority. Those who say "It's a fraud," ask for proof. Bring such sceptics to me, please.

Business Training Studios, Hongkong
(near G.P.O.).

Canton:—144, Shamneen.

WARWICK PREBLE, Principal.

Hongkong, 26th April, 1904. [549]

WANTED.

A N ENGLISH-SPEAKING CHINESE MASTER FOR SAI-YING-PUN SCHOOL. Salary \$30 per month.

Apply to—

INSPECTOR OF SCHOOLS.

Hongkong, 25th April, 1904. [555]

WANTED.

T HREE C O M P O S I T O R S . Apply to—

"HONGKONG TELEGRAPH" CO.

Hongkong, 19th April, 1904.

AN APPEAL.

T H E SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1904.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when my effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.

(per inch)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00
No charge less than one dollar.	
Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	2

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTI-

PRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904. [35]

TELEPHONE NO. 55.
CABLE ADDRESS: "ACIFER," HONGKONG
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDELTAKEN FOR AMATEURS,
GOOD WORK.

PROMPT RETURN

Hongkong, 8th January, 1904. [45]

DRUGS, CHEMICALS, PERFU-

MERY, PATENT MEDICINES, ETC.

AND

DISPENSING CHEMISTS.

ADDRESS:

FLETCHER & Co.

THE PHARMACY,
No. 14, QUEEN'S ROAD CENTRAL, Hongkong.A. STEVENSON,
Chemist.

Hongkong, 3rd April, 1904. [36]

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per mensem, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies: Daily, ten cents; Weekly, twenty-five cents.

DEATH.

On Sunday night, April 10th, Rev. HENRY ZEIER, at Kwai Ping, Kowloon, Province, Missionary of Christian and Missionary Alliance Home, Geneva, Ind., U.S.A.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 28, 1904.

LOCAL AND GENERAL.

ONE hundred and twenty paid off details from the Navy will leave here for England to-morrow by the s.s. *Telamon*.

H.M. cruisers *Cressy* and *Amphitrite* and the battleships *Athens*, *Glory* and *Ocean* left for Mers Bay this morning.

THE United States Census for 1900 shows the population to be 73,900,000 being an increase of nearly four millions since 1900.

AMONG the prize-photographs reproduced in the January number of the *Badminton Magazine* is one of a fur seal rookery in the Behring Sea, taken by Mr. John Verdin, the surgeon of H.M.S. *Fearless*.

IT will be seen from our advertisement columns, that on Sunday the s.s. *San Cheong* is making an excursion round the island and to Mers Bay. She is timed to leave the *San Cheong* Wharf at 10 a.m. and is expected back about 6.30 p.m. The band of the 93rd Burma Infantry has been engaged, and every comfort provided for passengers, who should have a very pleasant and beneficial outing at a moderate cost.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 29th April (weather permitting).

March	"The Washington Post	End Inn
Selection	"Der Königs Lieutenant	End Inn
Song	"L'Amour	Leslie Smart
Selection	"An der Weser	Prest
Valzer	"Die Belle of New York	Kerker
Dance	"Garde de Dijon	Andrew
	"The Sun Feast	Waller
	"God save the King	

A CURIOUS incident is reported from the famous Treadwell Mines, on Douglas Island, Vancouver. The plant was completely stopped the other day by a monster devil-fish, which had been sucked into the mouth of the in-take pipe. For several hours the works of the Alaska-Mexican Gold Mining Company were at a standstill while men laboured with crowbars and ropes to extricate the octopus from his predicament, and permit operations to be resumed. The in-take pipe extends several hundred feet out into the bay, whose blue waters were tattered to foam by the agonised gyrations of the brute's tentacles, some of which were as large round as a man's body. The works had suddenly stopped, and an examination by the foreman revealed the presence of the fish in the entrance of the pipe. Herring in large numbers had been drawn in by the suction, and it is supposed that the octopus was also caught by the suction, and could not extricate itself. As soon as the fish was taken out, and known to be dead, the Indians had a great feast on the beach, and they consider the devil-fish a great luxury. But the natives would not touch it, even to aid the workmen, until it was dead.

IN the case of highway robbery, details of which have been reported, the complainant testified yesterday that he was very much maltreated, and when he had been rendered blind and helpless he was robbed of \$12 which he had in small coin in his pocket. One of his assailants took pepper and threw it into his eyes, so that they got very sore, and bled very much. He could not positively identify the prisoner, but his clothes were like those of the man who pulled his queue. Mok Wai contractor testified that he was passing near the scene of the robbery on the date in question in the morning, when he saw the prisoner, and as he looked a suspicious character he called his coolies to remain near him while he went up to the Pinewood Battery. When he returned on his way home at about 3 p.m., he again saw the prisoner lounging about near the same place. When he saw witness he moved away and went behind some bushes. Afterwards he heard that complainant had been robbed at that same spot. However, Mr. Gompertz held that as the complainant was unable to positively identify the defendant, was only a case of strong suspicion against him, which was however not enough to justify a conviction, and while complimenting Inspector McNab for the manner in which he had worked on the case, he was obliged under the circumstances to discharge the defendant.

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unable to positively identify the defendant, was only a case of strong suspicion against him, which was however not enough to justify a conviction, and while complimenting Inspector McNab for the manner in which he had worked on the case, he was obliged under the circumstances to discharge the defendant.

Two plague cases—one from Kowloon City and the other from First Street—are notified as having occurred since the issue of the last report. It has been ascertained that one of the cases, recently notified, was imported from Canton.

IT is stated in American Naval circles that the battleships *Alabama*, *Kearsarge*, *Illinois*, *Louisiana*, and possibly the *Massachusetts*, and the tender *Scorpion* will leave the United States in a few months for a cruise to the Far East via Lisbon.

CAPT. W. B. Brown, of the s.s. *Kushing*, which arrived from Tientsin and Chefoo to-day, reports that, at 1 p.m. of yesterday, in lat. 22° 43' 45" N. and long. 116° 3' 10" E. he passed a long spar floating vertically with about fifteen feet showing above water and evidently attached to a submerged wreck.

AN impudent little urchin, named Tam Cheng, aged, as he stated, 15 years, but looking more like 20, was tried before Mr. Kemp this morning, on the charge of being in possession of a roll of American oil-cloth suspected to have been stolen. He had already had three previous convictions for theft recorded against him. The most serious parts of his sentence, from his point of view, were twelve strokes with a birch rod, and three hours in the stocks, while he smiled at the fourteen days' hard labour which was to follow. An owner is now wanted for a roll of American oil-cloth.

M. W. Slade seconded the resolution.

Dr. Stedman, in opposing it, said he felt that his position was rather a delicate one, as he was the only member of the Committee in opposition to the resolution, and, at the same time, one of the proprietors of the very hospital where the nurses were lodged. It had been said he opposed the scheme out of self-interest.

But he had the welfare of the Institution at heart, and did not want to see it ruined by indulgence in wild schemes for the sake of seeing the Institution in bricks and mortar (Applause). Two years ago, when the Government gave them \$12,000, the Institution had written stating that the temporary arrangement for nurses at the Peak Hospital worked well and that the place was central. Now, their Committee had contradicted that letter, and were doing what they had said was inadvisable.

Last year, when working out the Peak Hospital accounts it was seen that each resident in the Peak Hospital was costing \$2.90 per day for board, and that was why the board of the nurses had been raised from \$1.50 to \$1.

He had been told then that he was trying to make profit out of the institution. This, he submitted, was the root of the scheme to build a new home. Of course, there was no guarantee that the prices would not be put up another year. What did they know about future prices in the Colony? With regard to the statement that the nurses might be turned out altogether, of course if the Peak Hospital failed the nurses would have to go. With regard to the scheme for building the new home, the cost had been very much minimized. The home could not be built for \$5,000. All doctors at the Peak Hospital were paying subscribers to the institution. He, himself, had given his, but that was no reason why they should house nurses at less than cost price. They all knew they could not live in Hongkong for the same amount as they could three years ago. The proposed house was to be built on Barker Road. There was already a five-roomed one there, just the same as that proposed and which cost \$18,000 from start to finish. That meant that the new house would cost \$1,800 in, instead of \$1,500. If they had to pay this extra sum it meant drawing on their interest quite \$228 per year. That deficit would have to be made up from somewhere, and they knew that great difficulty had been experienced in getting subscriptions during the past few years. It was said, and it was true, that the institution existed for the more well-to-do people of the Colony. It was not a charity. And it was not nice to be going round for subscriptions for the better class people of the Colony. (Hear, hear). There would be a great difficulty in getting a greater proportion of subscriptions to cover the deficit. The nurses liked living at the Peak Hospital because they had companionship there and it was more central. It had been said that the site selected for the new home was level. It was not, and they were mistaken if they thought they were going to put up a house without spending a considerable sum for levelling, supposing some friend came forward with financial help, they would still want a matron at the home. He could not agree to any scheme where two nurses were left alone. He quite agreed they were drawbacks to the nurses of a public institution living at a private hospital, but it was difficult to show that they had been less employed because they had been at the Peak Hospital. The doctors knew they were there, and had only to telephone to inquire whether they were engaged. He submitted that the proposed home would not bring the nurses any further employment. His great objection, however, was to the nurse's living alone in a home with no matron or anyone in authority on the place. (Applause).

On Dr. Stedman agreeing to propose a motion to the effect that the meeting did not approve of the new scheme, Mr. Harrison seconded.

A lady subscriber asked if private rooms at a boarding-house or hotel could not be obtained for the nurses?

Dr. Jordan explained the impracticability of such a course, as these establishments preferred to be paid by the month rather than by the number of days the nurses would be in.

Dr. Stedman: I have heard one of the nurses say she would rather live at the Peak Hospital.

A Gentleman: May I ask what nurse said that?

A Voice: Don't!

Dr. Stedman made no reply.

Sir Paul Chater having heard the statements of both sides thought it was a pity this difference between Dr. Stedman and Dr. Jordan should not be settled. There was not much difference between them if a matron were provided for the proposed home. If a matron were provided, he understood Dr. Stedman would heartily support the scheme. The Committee had every reason to be satisfied with the reception it received from the Officer Administering the

Government. Assuming the site came free of premium, the building was estimated to cost \$5,244, and it was proposed it should be a three-roomed bungalow covering an area of 1,032 square feet. To get a net return of seven per cent, they required a rental of \$45 per month on an invested capital of \$5,714, after deducting C. own rent, insurance and repairs. The Committee reckoned that the annual expenditure in a building of their own amounted to \$3,528, while the income calculated on last year's basis was \$3,481, giving a small deficit of \$47. Under the present regime it cost them \$1,165.50 per annum, while under the proposed scheme it would cost \$1,425, but the deficit would be covered by a few days' more work on the part of the nurses. The Institution must be entirely dissociated from any hospital. It could no longer live in obscurity. He then proposed the following resolution:—"That this meeting is of opinion that it is necessary in the interests of the institution that it should be provided with a building of its own to house its nurses, and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible."

M. W. Slade seconded the resolution.

Dr. Stedman, in opposing it, said he felt that his position was rather a delicate one, as he was the only member of the Committee in opposition to the resolution, and, at the same time, one of the proprietors of the very hospital where the nurses were lodged. It had been said he opposed the scheme out of self-interest.

But he had the welfare of the Institution at heart, and did not want to see it ruined by indulgence in wild schemes for the sake of seeing the Institution in bricks and mortar (Applause). Two years ago, when the Government gave them \$12,000, the Institution had written stating that the temporary arrangement for nurses at the Peak Hospital worked well and that the place was central. Now, their Committee had contradicted that letter, and were doing what they had said was inadvisable.

Last year, when working out the Peak Hospital accounts it was seen that each resident in the Peak Hospital was costing \$2.90 per day for board, and that was why the board of the nurses had been raised from \$1.50 to \$1.

He had been told then that he was trying to make profit out of the institution. This, he submitted, was the root of the scheme to build a new home. Of course, there was no guarantee that the prices would not be put up another year. What did they know about future prices in the Colony? With regard to the statement that the nurses might be turned out altogether, of course if the Peak Hospital failed the nurses would have to go. With regard to the scheme for building the new home, the cost had been very much minimized. The home could not be built for \$5,000. All doctors at the Peak Hospital were paying subscribers to the institution. He, himself, had given his, but that was no reason why they should house nurses at less than cost price. They all knew they could not live in Hongkong for the same amount as they could three years ago. The proposed house was to be built on Barker Road. There was already a five-roomed one there, just the same as that proposed and which cost \$18,000 from start to finish. That meant that the new house would cost \$1,800 in, instead of \$1,500. If they had to pay this extra sum it meant drawing on their interest quite \$228 per year. That deficit would have to be made up from somewhere, and they knew that great difficulty had been experienced in getting subscriptions during the past few years. It was said, and it was true, that the institution existed for the more well-to-do people of the Colony. It was not a charity. And it was not nice to be going round for subscriptions for the better class people of the Colony. (Hear, hear). There would be a great difficulty in getting a greater proportion of subscriptions to cover the deficit. The nurses liked living at the Peak Hospital because they had companionship there and it was more central. It had been said that the site selected for the new home was level. It was not, and they were mistaken if they thought they were going to put up a house without spending a considerable sum for levelling, supposing some friend came forward with financial help, they would still want a matron at the home. He could not agree to any scheme where two nurses were left alone. He quite agreed they were drawbacks to the nurses of a public institution living at a private hospital, but it was difficult to show that they had been less employed because they had been at the Peak Hospital. The doctors knew they were there, and had only to telephone to inquire whether they were engaged. He submitted that the proposed home would not bring the nurses any further employment. His great objection, however, was to the nurse's living alone in a home with no matron or anyone in authority on the place. (Applause).

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Dr. Stedman: I

TELEGRAMS.

(Ruler's)

Obituary.

LONDON, 26th April.
The death is announced of Rear-Admiral Henry May.

The War.

A telegram from General Kuropatkin says that the Japanese the last few days have been actively preparing to bridge the Yalu and to effect a passage at various points near Wiju, two companies of infantry and a small detachment of cavalry have actually crossed fifty kilometres below Shampoussik, upon which the Russian outposts were strengthened.

LATER.

The King's Visit to Ireland.

The King and Queen landed at Kingstown in torrents of rain, but met with a most enthusiastic welcome.

The Australian Ministry.

A Labour Ministry has been formed in Australia, the Attorney-General being the only non-labour member.

The War.

A telegram from Port Arthur to St. Petersburg says that experiments with submarine boats have been a brilliant success. This is the first intimation that submarines were at Port Arthur, although it was reported weeks ago that the late Admiral Makarov had requested some to be sent by rail.

BOOMS IN WARFARE.

CAN THEY PROTECT HARBOURS FROM TORP. BOATS?

As the news gradually filters through from the East, it becomes more and more apparent that the Japs have left nothing to chance. So complete have been their arrangements for war that they have even gone the length of fitting up a boom at the harbour of Nagasaki. In view of the practical destruction of the Russian fleet, this boom is not likely to be put to the test for the simple reason that none of the Russian cruisers now in hiding are likely to pay a visit to that port.

Boms, as every schoolboy knows, are obstructions placed at the mouths of harbours to prevent the entrance of a hostile fleet. They can be made of various materials, the most common being strong planks of wood. These planks are fixed into grooves in the masonry, or the docks, or fastened securely to the banks of the estuary. They are riveted together with iron hawsers and chains, and thus effectually close the entrance.

In the event of a modern battleship or cruiser tackling a boom of moderate strength not much difficulty presents itself, unless, as was the case in the sacking of the Taku Forts in China, the boom is made of huge iron spikes. On that occasion, the boom had to be removed, under a heavy fire, spike by spike; by cranes working in small boats. But under ordinary circumstances a cruiser would smash through a fairly strong boom.

However, with a view both to saving life and time, our Admiralty experts have been diligently experimenting with boom breaking and boom-jumpers, but so far the results have not been satisfactory. The damage to cruisers running against strong booms is too great to justify a second experiment, and in the case of boom jumping, with torpedo-boats and destroyers, the boats have been rendered practically useless.

The idea of using the torpedo-boat destroyer is this: In the absence of cruisers, or where the depth of water would not permit a cruiser to proceed, the torpedo-boats take the matter in their own hands. To charge the boom direct would be to court disaster, so the boom is jumped in a particular manner.

It is quite apparent that, if a slipway were attached to the boom, something after the kind in vogue at the launch of a ship from a ship's rolling yard, the torpedo-boat could surmount the obstruction; but, on the other hand, there are difficulties in the way. It is problematical whether the boat would strike the slipway fair and square on account of the swaying of the boom; so to prevent accident the theory of the slipway is inverted, so to speak. A huge plank, one end of which is flush with the keel, is firmly fixed on the bow of the vessel at an angle of 45 degrees.

The men take their stations as for ramming, and as the vessel charges the boom full speed ahead, the plank, acting on the same principle as a slipway, strikes a glancing blow, while the bow of the vessel rises in the air.

The impact and the weight of the torpedo-boat at once submerge the boom, and the boat is over the obstruction like a flash, the idea being that she is then free to fire her torpedoes or do whatever is necessary. But, unfortunately, nearly in every experiment the bottom of the torpedo-boat has been damaged, so that so far the boom still justifies the position it has held for centuries.

A time-honoured method of obstructing a harbour or narrow channel is simply by sinking a ship. For instance, a decent-sized schooner if scuttled would easily close up the Suez Canal. Again, at Santisimo our American cousins bottled up the Spanish fleet by sinking a collier at the entrance to the harbour. The boom at Nagasaki is built on scientific principles, and is calculated to defend the harbour against any battleship afloat.

THE WAR.

WAR CORRESPONDENTS.

Of late a number of sensational war despatches have appeared in a Hearst paper in New York credited to "Douglas Story, Special Correspondent of the New York American in the Far East."

A well known war correspondent who is at present in Shanghai, told a *Times* man that these despatches are fakes pure and simple, and that the time one was supposed to have been sent, Douglas Story was on a steamer en route for Japan.

The innermost working of the thing is this. Douglas Story represents the *Daily Express*, and that paper has an arrangement whereby it exchanges despatches with the Hearst papers. The latter take Story's despatches, rewrite and elaborate them, and then publish them as the work of their special commissioner. In this way the reputation of a man which has taken many years in the building is being destroyed. Douglas Story it is said is taking action against the offending paper.—*Shanghai Times*.

According to telegraphic information from Peking published in the Japanese papers, the Port Arthur *Navy-Krai* has published a statement concerning the strength of the troops at Port Arthur and Vladivostok, which in the circumstances must be taken with all reserve, though it follows pretty closely statements from other sources. There are, according to the *Navy-Krai*, stationed at Port Arthur the 3rd corps of inf'ty, 8,000 men, and the 7th corps of infantry, 8,000. There is one company of cavalry comprising 150 men, and there are two companies of artillery, each 300 strong. The regiment of fortification artillery is composed of 2,400 men. Then, according to this account, there are two battalions and one company of military engineers, 3,300 in all, and one company, consisting of 200 men, of torpedo-layers. This makes altogether 26,500 troops at Port Arthur. At Vladivostok there are 8,000 men of the 20th, 30th, 31st, and 32nd regiments, in addition to the fortification artillery.

THE TIBET MISSION.

Simla, 14th April.

The details of General Macdonald's advance to Gyantse have been received. The Tibetans were encountered at the entrance of a narrow gorge. They were strongly posted on ridges and rocks commanding its entrance, and opened fire on the advance guard. The position they held necessitated a somewhat long turning movement with an ascent of about 2,000 feet, during which the enemy were shelled. When the general advance took place they were quickly routed, and fled in all directions.

There are only three sepoys wounded on the British side, but the Tibetans lost nearly 200 killed. Their total strength was estimated at about 2,000, including the Shigatse, and Gyantse regular troops. These are now reported to be in full flight all over the country. The local Tibetans are now all pleading for peace. Three lamas are now on the way from the Dalai Lama, and the Chinese Amban is also understood to be en route to meet Colonel Youngusband. The Gyantse district is described as rich with ample fields of grain, and dozens of hamlets are scattered around the main town, so the troops are likely to be well provided for. Large numbers of the inhabitants have fled, and all opposition for the present seems to be entirely ended.

Gyantse (Tibet), 12th April.

The Mission arrived here yesterday after an arduous eight day's march. This morning General Macdonald took peaceful possession of the fort from the Chinese and Tibetan officials. There was some fighting on the march. The Mounted Infantry were several times fired on, and quite an action took place at the gorge about sixteen miles from here. The Tibetans occupied a series of parallel ridges, round which a narrow stony path wound almost at right angles, and gave a lot of trouble before they were finally turned out. The earlier part of the action was fought in a snow-storm. We had one Sikh severely wounded. The Tibetan loss is estimated at 150, but during the march the inclemency of the weather caused far greater hardship than the Tibetan opposition. Several times the camp was pitched in a snowstorm, and generally there was intense cold in the early morning when the tents were struck. Two followers died during the march. The route lay through an interesting and unknown country. Two great lakes, swarming with ducks and geese, were passed. The road after the lakes runs through a succession of deep valleys, entirely blotting out the view. The hills are for the most part bare and devoid of vegetation, but the valleys showed signs of cultivation. A large number of villages, many in ruins, were seen. The climate here is temperate. Some fuel is procurable on the Gyantse plain, which is 10 to 12 miles wide. The fort is located on a gigantic rock, like Edinburgh Castle, and in the dip beyond is a large and apparently very wealthy monastery, swarming with red-robed lamas. The monastery was visited this morning by General Macdonald, who informed the abbot that the priests would not be interfered with, they maintained a peaceful attitude. Four Lhasa officials are said to be on their way to have an interview with Colonel Youngusband, but there is no news of the Amban.

—(*London Times*)

The War Office is adding to its responsibilities by the care of the teeth of the British Army. From April 1 the services of eight dental surgeons are sanctioned. They will be required to devote their whole time to their duties, for which they will receive an inclusive salary of £305 per annum, and travelling expenses. The instruments of torture—or as the official nomenclature terms them, the "necessary dental appliances"—will be provided by the War Office.

BANKRUPTCY.

CONTEMPT OF COURT.

Sitting in bankruptcy jurisdiction at the Supreme Court this morning, the Chief Justice, Sir W. M. Goodman, heard an application by Mr. J. Hays for the release from gaol of Lau Yuk Lam who was sent to prison last Thursday for contempt of Court. It was explained that debtor had filed his statement of affairs and £500 security would be forthcoming from his brother.

His Lordship thought it was very singular that, as soon as debtor got into prison, he could make a statement of affairs, but was to ally unable to do while a free man.

Mr. Hays observed that it was not in his interests to have the man released; he simply appeared for a petitioning creditor.

His Lordship remarked that, according to an affidavit, debtor's brother deposited £50 as security in former proceedings and had also agreed to enter into a bond for a further sum of £500 for the bankrupt's due appearance whenever required. He committed the man a week ago for contempt of Court, but while he had no desire to keep him an unnecessary length of time in prison, to mark his sense of the impropriety of the debtor's conduct he would allow of his release on Wednesday, the 4th May.

R. R. A. COLLINS.

In connection with the bankruptcy of R. A. Collins, which has been before the Court on several occasions, Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, applied on behalf of a judgment creditor for payment of costs out of the estate. He submitted that according to the Ordinance where a creditor, at his own expense, incurred costs which resulted in property being preserved for the benefit of the general creditors, it was only right and fair that the costs he had taken upon himself should be refunded. There was before His Lordship, for approval, a scheme of composition by which debtor agreed to pay £50 a month, which he estimated would pay his debts in the course of two years.

His Lordship was of opinion that the application did not fall in the terms of the Act of Parliament, the object of which was very clear. If a person brought an action and issued execution, and a quantity of goods was seized from the debtor, thereby securing them, it was only right and proper that the creditor preserving the goods should have his costs. In the present instance nothing of the kind had been done, and he was not satisfied that the application came within the letter or the spirit of the Act.

Before the Court adjourned, his Lordship, addressing the Official Receiver, said that he took it he (Mr. Shepherd) did not support the application.

Mr. Shepherd:—No, my Lord. I cannot understand why he applied; it does not come under the Act at all.

His Lordship:—He wanted to argue the principle, although the act of issuing execution itself was not done.

A COMPOSITION.

Mr. O. D. Thomson then applied in connection with the above debtor, that the composition, which had been accepted by the creditors, be approved. It provided for the payment of £50 a month to be divided amongst creditors until the whole of the debts were paid.

His Lordship approved the scheme.

TRAPPING CROCODILES IN BORNEO.

The Sugut river can probably claim to be the worst river for crocodiles in Borneo, both on account of the number and size of the amphibious creatures and also by reason of their frequent attacks on human beings.

Last year no less than four persons were taken by these monsters, two of the victims being seized in broad daylight and when in company with other people. One would imagine that these tragedies would induce the natives to adopt some means of revenge, but like all Mohammedans they are fatalists and take this scourge without the least attempt to rid the neighbourhood of the pest. Nothing sharing their indifference, writes Mr. G. C. Irvin, in the *British North Borneo Herald*, I determined to see what could be done to reduce the number of crocodiles. I found that shooting them when floating in the water gave little satisfaction, as even if hit they immediately sank and were never seen again. I next tried to catch them with hook and line, the method being to tie a piece of *nangang*, sharpened at both ends, at the end of a long stout rope baited with dead chicken. This invariably resulted either in the loss of the tackle or the escape of the crocodile. My other and successful attempt was made some four months ago, since when I have caught ten crocodiles of different sizes. The idea is by no means original, having been tried with great success on the Lubuk River and again on the *ugut* by Mr. Semonger. An enclosure about twenty-five feet long and four feet broad is constructed out of stout poles lashed firmly together. At one end of the trap a heavy drop-gate is hung between four stout posts to ensure its dropping straight down and securely closing the entrance. The drop-gate is held in position by a rope passed through a block on a high cross bar and carried thence down to the bottom of the trap where it is fixed to a very ingenious slipping bar. The trap thus made is baited, care being taken to place the bait some four feet beyond the slipping bar. As soon as the bait has remained long enough to become a little the worse for hanging the vicinity of that trap becomes a place of peril, for there are half a dozen crocodiles waiting to make a meal and very soon one of them will enter the trap and stepping bar, release the gate and find himself a prisoner awaiting execution. I have now made two of these traps and intend making four more thus reducing, if possible, the danger to approaching the river banks at night time.

RUSSIA'S PERIL.

CORRUPTION HOLDS HER IN THRILL.

AMAZING DECEPTION.

St. Petersburg, March 18.

I learn upon an authority I can trust—a rate thing in this country—that the Czar, who has been so weak in many matters, has taken up a firm stand in his determination to see that the Augean stables of Russian official corruption are properly and thoroughly cleansed.

A few weeks ago a great English engineer was hastily summoned to Russia by the Imperial Government. He was asked to undertake the work of supervising the construction of the various men-of-war now hastily being built. The Englishman inspected the vessels and said that he would be in no wise consent to do the work unless he were allowed to employ English workmen and purchase English or American engines. The Government replied that at the present time the employment of foreign labour was quite impossible. On the other hand, they promised to get the work done as honestly as might be, and said that they would put no limit to the Englishman's fees. The Imperial Treasury was open to him.

TEMPTATION OVERCOME.

The Englishman flatly declined, in spite of the temptation offered, to have anything to do with the ships, that he declared could scarcely withstand a storm at sea. He discontinued all further communication with the Government, and went home to England.

His step is scarcely surprising, when one considers the methods by which Russian ships are built. For instance, each riveter is given every morning so many rivets to make secure. He puts in, very badly, half the number; putty does the rest. The remainder of the rivets he sells for a few pence outside the dock-yard gates, giving a percentage of the proceeds to the foreman as the price of his silence.

Constructed on these principles, a gunboat

was launched a short time ago upon the Baltic, in honour of her own launching the gunboat fired a salute. One of the guns was a heavy one—officially it was supposed to be on board a battleship—and the discharge was so shattering that the plates were loosened and the little craft sank.

A Swedish syndicate secured the contract for raising her. But when the men got to work they found lath and putty where there should have been steel. The ship, in fact, fell to pieces when they tried to raise her. To avoid the inevitable scandal, the Russian Government paid the Swedish syndicate its money, and to this day it is supposed that that gunboat is on the active list.

GIGANTIC SCANDAL.

Perhaps the gravest scandal occurred at the Naval Stores in St. Petersburg. They were huge buildings, occupying the whole of one side of the street, and were believed to contain supplies sufficient to sustain a prolonged naval conflict. The Czar ordered an inspection, but the officials in charge of the depot could never have survived an overhauling such as contemplated. The depot was very empty indeed.

It is a strange thing, but none the less true, that on the night before the day appointed for the inspection the huge building burst into flames in ten different places. By morning, not one of the charred walls remained.

Corruption, too, is doing its deadly work at Port Arthur. It is stated that there are sufficient coal and sufficient provisions to enable the port and fleet to endure a two years' siege. There is nothing of the kind. When 10,000 tons of coal are ordered for Port Arthur, only 5,000 tons or so ever reach that place. The money that should have paid for the other 5,000 have been divided between the high officials who ordered the coal and those who should have received it.

THE SOLDIERS SUFFER.

In summer weather forty soldiers are packed for transport into one freight wagon, but in winter the number is reduced to thirty for the purpose of giving the soldiers a stove. Train after train left different parts of Russia just after the commencement of the war with thirty men in a truck—but there were no stoves. So thousands of unfortunate men, with no other means of warmth than could be gained by huddling together, had to travel week after week together down that endless Siberian railway line, in a temperature that was 30 degs. or 40 degs. below zero. It is scarcely surprising that over a thousand men died from cold in one week alone. Not one troubled about the victims of some official's greed.

A glaring case of corruption came under my notice a few days ago. A Government department gave an order for £25,000 worth of goods to a well-known firm in St. Petersburg. The official who conducted the negotiations explained to my friend that his terms for placing the contract with him would be 2 per cent on the gross amount. The manager of the firm had to agree quickly lest the order should go to his rival. In the ordinary course of business in Russia he added the goods and charged it to the Government.

From the contemplation of this all-embracing slough of robbery the men of other nations may extract a certain amount of cynical comfort. Corruption will probably save the world from a Russian China.

W. HOLT WHITE.

COMMERCIAL.

Shanghai advices, dated 23rd inst., state:—Business reported:—Cantons at £17*1*/*2*. Lands at Tls. 109. Langkau at Tls. 29*1*/2 for 29th instant. Sumatras at Tls. 6*1*/*2*. Hall and Holtz at \$30. Astors at \$35.

Business done direct:—Farnham, Boyds at Tls. 144 cash and Tls. 14*1*/*2* for 29th instant. Lands at Tls. 109. Chinese Engineering and Mining at Tls. 6*1*/*2*. Wei-hwei Gold Mines at £17*1*/*2*. Chinese Engineering and Mining 6 per cent, debentures of £20 each at £17*6*.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 21st April.

Very little change in quotations has occurred this week and although a fair business has been done the market is quieter at the close. Exchange on London is firmer and to-day's sight rate is quoted at £1*3* 3*10*. Hongkong wires 7*3* for 3 days' paper. Consols £8*8*.

Marines are stronger all round. North Chinas are in demand at Tls. 6*7*/*8*, at which a few shares have changed hands. The Union Insurance Society of Canton has declared a bonus of 20 per cent. to contributors payable 1st May. Shares have been sold locally at £5*10*, and to-day are wanted at

Shipping.**Arrivals.**

Gaea, Norw. ss., 625, H. Dahl, 27th April.—Saigon 23rd April, Rice and Flour.—Wing.
Ping Suey, Br. ss., 6,457, E. Warrall, 27th April.—Tacoma and Nagasaki 23rd April, Gen.—B. & S.
Kashing, Br. ss., 1,143, W. B. Brown, 28th April.—Tientsin and Chefoo 21st April, Gen.—B. & S.
Vengeance, H.M.S. battleship, 12,000, Leslie Stanier, C.M.G., 28th April—from Mira Bay.
Kiukiang, Br. ss., 1,228, Bright, 28th April.—Chinkiang 23rd April, Gen.—B. & S.
M. Struve, Ger. ss., 966, P. Brandt, 28th April.—Tamsui 24th April, Amoy 26th, and Swatow 27th April.—O. S. K.
Daphne, Norw. ss., 2,200, N. Bjornsen, 28th April.—Penzance 11th Mar., Coals.—Order.
Glenogle, Br. ss., 2,399, W. T. Laskins, 28th April.—Singapore and Rangoon 23rd April, Gen.—Seang Tack Kee Co.
Hunian, Br. ss., 1,143, W. Frazier, 28th April.—Wuhu and Chinkiang 22nd April, Rice—B. & S.
Chowta, Ger. ss., 1,055, J. Köhler, 28th April.—Bangkok 22nd April, Rice and Gen.—B. & S.
Hoihow, Fr. ss., 508, Caste, 28th April.—Haiphong and Hoihow 25th April, Gen.—A. R.
Clearances at the Harbour Office.

M. Struve, for Swatow.
Ho Ilo, for Canton.
Hongkong, for West River.
San Cheng, for Canton.
Kwongchow, for Canton.
Gaea, for Saigon.
Linton, for West River.
Kashing, for Chefoo.
Wingchau, for Macao.
Glenogle, for Singapore.

Departures.

April 28.

Glory, H.M.S. battleship, for Mira Bay.
Ocean, H.M.S. battleship, for Mira Bay.
Aibion, Br. cruiser, for Mira Bay.
Cresty, Br. cruiser, for Mira Bay.
Amphitrite, Br. cruiser, for Mira Bay.
Thales, for Swatow.
Prometheus, for Bangkok.
Orange, for Newport.
Palawan, for London.
Hangang, for Canton.
Tingting, for Canton.

APPRENTICES arrived.

Per M. Struve, from Coast Ports—Mr. Polack, 150 Chinese, and 10 Japanese.

Passengers departed.

Per Atherton, for Vancouver, &c.—Dr. and Mrs. F. J. Purcell, Mr. J. B. Hagberg, Miss A. Mocatta, Messrs. E. Thornton, A. W. Maas, Mrs. W. H. St. John, Miss L. A. Clendenin, Mrs. W. A. Milstead and son, Mr. and Mrs. J. W. Ritchie, Capt. S. Hunt, Mrs. and Misses (2) Smith and maid, Hon. and Mrs. C. K. Mackellar, Miss Mackellar, Messrs. E. Mackellar, M. Mackellar, Mr. and Mrs. J. G. Mosley, Messrs. Thomas James, A. H. Wilson, Mr. and Mrs. Guerin, Mr. W. R. Dibb, Mrs. R. H. Page, Messrs. G. H. Thompson, R. W. Taylor, J. D. Petter, J. P. Hayes, W. P. Roberti, U.S.N., Misses E. F. Blundin, H. T. Gillette, M. Udell, Messrs. A. C. Muspratt, T. J. Carberry, R. H. Wardall, Mrs. Bickerstaff, Messrs. E. Aeppel, F. G. Nutter, A. Ehrlich, Capt. Jones, Mr. Milman, Dr. H. C. Reitz, Mr. and Mrs. G. C. O. Master, Messrs. T. Arnott, A. H. Hewitt, Rev. T. Wright, Messrs. Geo. Beck and sons, G. E. Hooper, W. M. Everall, Mrs. J. Beck, Messrs. W. Smith, H. Kaufmann, J. D. Jenkins, W. D. Webster, J. Stewart, Miss M. Kirkwood, Mrs. E. Murphy and child, Mr. L. Remorino, Mrs. Edwards, Mrs. Strong, Messrs. C. S. Shaw, Guenot, Dolley, Pilatin, Mr. and Mrs. W. C. Jack and 5 children, Messrs. T. Gar, J. Cosuda, Rev. A. Coleman, Mr. F. Michand, Miss Tomita Waka, and Mr. K. Tsuruyama.

Per Bayern, for Shanghai—Mr. and Mrs. E. Mirow, Mr. and Mrs. O. Tiberu, Mr. and Mrs. T. Palmer, Mrs. A. Goethe, Mrs. C. M. Senna, Mrs. J. G. Pereira, Misses T. Hong and M. Beringer, Messis. A. J. Coffice, R. M. Falconer, R. Herfurth, Max Jacobs, J. L. Smith, and R. Maher, for Nagasaki—Mr. H. Widemann, Mrs. Okiku, and Mrs. Cluri, for Kobe—Messrs. C. J. Barrett, Schreiber, Tardel and Schroeder, for Yokohama—Mr. and Mrs. Longuet, Mrs. L. Hug, Mr. and Mrs. K. R. Kerisey, Miss B. Smith, Dr. C. Fauvelock, Messrs. R. Otto, E. Kiliar, and E. Johansen.

Shipping Report.

Str. Huwan from Wuhu:—Moderate to fresh NNE. wind, and moderate sea.

Str. Glenogle from Singapore:—Light S.W.W. air, and smooth sea between 1° N. to 9° N. 106° E. to 109° 30' E., latterly N.E. and E. N.E. wind (fresh), fine weather, moderate sea.

Str. Kushing from Tientsin:—Experienced three days dense fog off the Yangtze; on the 27th last at 1 p.m. Lat. 22° 43' 45" N., Long. 116° 3' 10" E., Kupchi Point bearing N. 23° E. (true) distant 6 miles, in above position passed a large spar floating vertically about 15 feet showing above water and evidently attached to a submerged wreck.

Hongkong & Whampoa Dock Returns. H.I.G.M.S. Moewe... at Kowloon Dock. H.M.S. Moorhen.... " " " U.S.S. Monterey.... " " " Ernest Simon.... " " " Amara.... " " " Taiping.... " " " Honam.... " " " Apennade.... " " " Adamastor.... " " " Hallan.... " " " Reward.... " " "

Vessels in Port.

STRAMMEN, Amara, Br. ss., 1,565, C. J. Mattock, 19th April.—Saigon 23rd April, Rice and Flour.—Wing.
Ping Suey, Br. ss., 6,457, E. Warrall, 27th April.—Tacoma and Nagasaki 23rd April, Gen.—B. & S.
Kashing, Br. ss., 1,143, W. B. Brown, 28th April.—Tientsin and Chefoo 21st April, Gen.—B. & S.
Vengeance, H.M.S. battleship, 12,000, Leslie Stanier, C.M.G., 28th April—from Mira Bay.
Kiukiang, Br. ss., 1,228, Bright, 28th April.—Chinkiang 23rd April, Gen.—B. & S.
M. Struve, Ger. ss., 966, P. Brandt, 28th April.—Tamsui 24th April, Amoy 26th, and Swatow 27th April.—O. S. K.
Daphne, Norw. ss., 2,200, N. Bjornsen, 28th April.—Penzance 11th Mar., Coals.—Order.
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Hoihow, Fr. ss., 508, Caste, 28th April.—Haiphong and Hoihow 25th April, Gen.—A. R.
Clearances at the Harbour Office.

Local Officer.

A Mail will close for:—
Canton—Per Hankow, 29th April, 7.30 A.M.
Bangkok—Per Rajahuri, 29th April, 9 A.M.
Bangkok—Per Wongkot, 29th April, 9 A.M.
Bangkok—Per E. Rickmers, 29th April, 9 A.M.
Singapore—Per Telemachus, 29th April, 9 A.M.
Borneo, Ger. ss., 2,168, E. Musle, 25th April, 9 A.M.
Sandakan 21st April, Gen. and Timber, M. & Co.

Cebu and Illoilo—Per Wuchang, 29th April, 11 A.M.

Singapore, Penang and Rangoon—Per Franz Ferdinand, 29th April, 1 P.M.

Manila—Per Sungkhang, 29th April, 3 P.M.

Bangkok—Per Borg, 29th April, 5 P.M.

Haiphong and Hoihow—Per Jacob Diedrichsen, 29th April, 5 P.M.

Kongmou, Kunchuk and Samshui—Per Tok Hing, 29th April, 5 P.M.

Nantao—Per Taichu, 29th April, 5 P.M.

Sanbue—Per Nai Fu, 29th April, 5 P.M.

Macau—Per W'ngchai, 29th April, 5 P.M.

Canton—Per Heungshan, 29th April, 1 P.M.

Canton—Per Powan, 29th April, 5 P.M.

Canton—Per Kinshau, 30th April, 7.30 A.M.

Manila—Per Rubi, 30th April, 9 A.M.

Tientsin—Per E. sing, 3rd April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 30th April, 11 A.M.

Ningpo and Shanghai—Per Ichang, 30th April, 3 P.M.

Yokohama and Kobe—Per Aragonia, 30th April, 5 P.M.

Shanghai—Per Hanggang, 30th April, 5 P.M.

Canton—Per Falshon, 31st April, 9 A.M.

Shanghai—Per Taiwan, 2nd May, 3 P.M.

Europe, & India, via Tucumán—1°

Annam, 3rd May, 11 A.M.

Manila—Per Zafra, 7th May, 9 A.M.

Swatow and Tientsin—Per Chihi, 7th May, 3 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Tsinan, 9th May, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 11th May, 11 A.M.

Yokohama and Kobe—Per Chungsha, 11th May, 3 P.M.

Europe, & India, via Tucumán—Per Bayern, 25th May, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each.

12 stamps at 4 cents.

12 " " 2 "

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

Parcels are now accepted for transmission to Batavia and the Dutch East Indies "direct."

Scale of charges as follows:—

4 lbs. to 3 lbs.—\$1.15

4 lbs. to 5 lbs.—\$1.50

5 lbs. to 11 lbs.—\$2.00

Greatest length feet.

length and Girth 4 feet.

In Insurance.

THE WEATHER.

The following report is from Mr. J. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 28th at 11.15 a.m. The barometer has risen in Japan and fallen slightly in China and Philippines.

Gradients are slight on the China Coast and light E. winds will be met with in the Formosa Channel. Over the northern part of the China Sea, gradients are moderate, and moderate E. Sea, gradients are moderate, and moderate E. SE. winds will prevail.

Forecast—Moderate E. winds, overcast fair.

SUNGKANG, Br. ss., 1,021, J. Robinson, 24th April.—Manila 22nd April, Gen.—B. & S.

Teesta, Br. ss., 3,428, A. M. Ralfe, R.N.R., 24th April.—Yokohama and Moji 20th April,

Barry Dock 15th Mar., Coal.—E.

SIBERIA, Am. ss., 5,655, J. T. Smith, 20th April.—San Francisco 23rd Mar., and Shanghai 18th April, Mail and Gen.—P. M. S. S. Co.

SIMOM, Br. ss., 3,737, R. E. Collins, 24th April.—Barry Dock 15th Mar., Coal.—D. & Co.

Oriel, Br. ss., 2,175, G. Maddrell, 26th April.—Moji 20th April, Coal.—R. & Co.

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Oriel, Br. ss., 2,175, G. Maddrell, 26th April.—Moji 20th April, Coal.—R. & Co.

Oriel, Br. ss., 2,175, G. Maddrell, 26th April.—Moji 20th

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLE, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain R. Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Nera* bound for MARSEILLES and BOXBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 2nd May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th April, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR.

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this to BOMBAY, on SATURDAY, the 7th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed to the Bombay.

Parcels will be received at this Office on the 4th day before sailing. The Contents and Value of all Packages are required.

Suppliers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th April, 1904.

Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship
"STRASSBURG."

Captain Madsen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th April, 1904.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 23rd April, 1903.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN:
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN."

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd May.

All Claims must reach us before the 8th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 27th April, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 28th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON & CO., LIMITED, Agents.

Hongkong, 26th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"ALGOA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 27th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 23rd April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Marmont*.

From Australia, ex S.S. *Ocean*.

From Calcutta, ex S.S. *Nabu*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

ALLAN CAMERON,

General Agent.

Hongkong, 23rd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$1.5	\$25	\$10,000,000 \$6,50,000 \$140,000	\$1,417,366	Div. of £1.10/- and bonus of 10% @ exchange 1/8 = \$22.94 for half-year ending 31.12.1903	64%	\$655 (London 64 \$36 buyers \$10)
National Bank of China, Limited	4,453	\$1.0	\$8	\$73,533 \$191,973	\$21,668	\$2 (London 3/6) for 1913 (None)	58%	
Founders'	750	\$1	\$1					
MARINE INSURANCES.								
Un'on Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$96,172 \$90,000	\$1,959,926	\$32 for 1902	64%	\$525 buyers
China Traders' Insurance Company, Limited	24,00	\$83.33	\$55	\$151,912 \$331,142 \$322,133	Nil.	\$4 for year ended 30.4.1903	68%	\$60 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500.00 Tls. 31,830	Tls. 27,589	Final of £1 making £2 for 1902	...	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$784,415 \$70,000	\$86,284	\$12 for 1902	10%	123 buyers
Canton Insurance Office, Limited	10,000	\$250	\$51	\$1,300,000 \$50,000	\$10,551	\$15 for 1902	8%	\$185 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,306,856 \$1,000,000	\$37,1810	\$22 for 1902		